

ICE BREAKER

No. 4

September 1998



**Marine Discoveries
and
Losses**

ICE BREAKER

ICE BREAKER is published independently by Malcolm Wallhead and Associates as a quarterly magazine covering Tasmanian Polar and Southern Ocean related topics.

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EDITORIAL

Well! That's another election out of the way.

At the time of writing it is still unclear who in which Government and/or Opposition will be doing what, but it is to be sincerely hoped that whoever is responsible for the Office of Antarctic Affairs, and their Shadow Minister, will be able to inject as much enthusiasm, drive and energy as their predecessors.

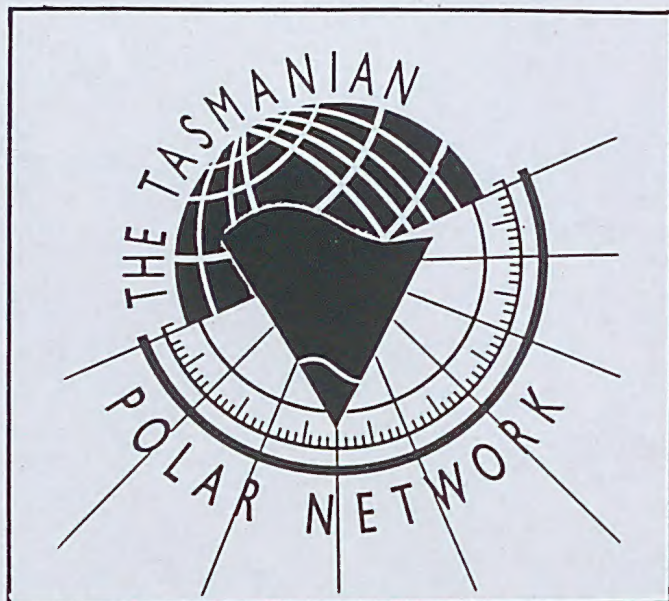
Peter Hodgman, as Minister for Antarctic Affairs, and John White as Shadow Minister have together worked determinedly to better Tasmania's standing in Antarctic matters. Their exploits, deeds and daring in attracting world attention to Tasmania have been well documented by the newspapers. However, praise for their successes has been sadly lacking and I would like to take this opportunity to publicly thank them both, from Anthea and myself, and on behalf of the Tasmanian Polar Network. Thank you Peter and John.

ICE BREAKER has not as yet included any politicians in its cartoons and in this issue we have decided to redress that shortcoming. Again, thank you Peter and John!

The topics covered in this issue are varied and many and include articles on ISOFISH, shipping problems, an East Antarctic Air Link up-date, the Marine Discovery Centre, the exiled huskies, and a TPN members visit, as well as the topical Polar News pages, Calendars, Books and Acronyms.

In addition, ANTARCTIC ADVENTURE has joined our list of advertisers, WILLIAM ADAMS has up-dated their advertisement, and there is a list of Phone Numbers for anyone wishing to contact Tony Hughson during the next 6 weeks!

MW



FORESIGHT OR FORGONE?

Although strategic direction for the Australian Antarctic Science Program is determined by the science community, finance is a Federal Government budgetary concern.

The forthcoming Federal election (and to a lesser yet still important extent, the Tasmanian State election outcome) will see policy set and undertaken in the aftermath of the so called "Foresight" review of Australia's Antarctic presence and of our science programs. Fiscal constraints are already a major factor for consideration and with constraint comes opportunity.

As a matter of the keen focus upon Antarctic and Southern ocean related opportunity maintained by the Tasmanian Government to this point, the critical mass of Antarctic science associated activity in Tasmania has grown by the addition of the CONMAP Secretariat and the Antarctic Adventure Centre during 1997.

Complimentary growth strategy is clearly at the heart of privatisation of the Hobart Airport. Two members of the TPN are actively engaged in promoting incremental cruise ship visits to Tasmania in order soon, the city of Hobart might become a changeover port thus expanding the utilisation of our travel and accommodation infrastructure in a partnership between the Hobart Port Corporation, the Hobart Airport and the Tasmanian Government.

I think the message here is clear. Despite the entrenched views of some science purists, the way forward for Australia's Antarctic Science program must come of a three cornered Government, Science and Industry partnership. One where those of us in industry can legitimately add value and efficiency in order to maximise a return on federal dollars invested in Australia's program. Every dollar should stand the test of how best it might be spent. The challenge then for the Polar Network membership is to take our part in those negotiations.

We must be careful not to allow economic rationalism to substitute for careful financial management. Unbridled rationalism will do damage and devalue the excellent programs within CSIRO Southern Ocean studies, Australian Antarctic Division and University of Tasmania Co-operative Research Centre.

As those next with influence in Government seek to provide for on-going research of this kind industry has a responsibility to provide vision and alternatives. Far from feeling threatened, the science community will come to understand that economic reality requires industry partners in order to protect the integrity of their valuable work. Increasingly the challenge will become "how to do the same with less".

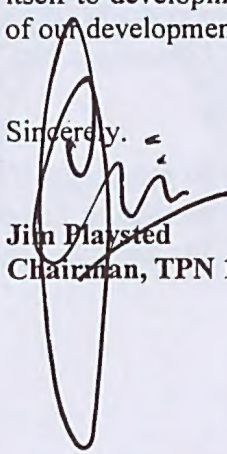
Several examples around the world already exist, the best of which involve close and open partnerships between government and industry with costs fixed and risk transferred as determined through negotiation.

Thus the outcomes of both Federal and State elections, implementation of recommendations within "the foresight review" and how these sit with future government policy hold significant implications for Tasmania and for our network.

I think the science agenda is sufficiently A-political that politics should not present any unwelcome hurdles but here also, the network must educate and lobby to keep debate in balance. If we do this well, present viable and well conceived management options, we will not only do a service to ourselves but also to future generations who even now unwittingly depend upon much of that which is yet to unfold from Southern Ocean, climactic and Antarctic research, to manage our planet with greater care and understanding.

The Tasmanian Polar Network should pledge itself to developing options, as the next phase of our development.

Sincerely,



Jim Playsted
Chairman, TPN 1998

FROM THE MINISTER'S DESK

As we are currently in caretaker government with the election behind us and the who won and why ahead of us, the only portfolio to come out unscathed is the Antarctic Affairs.

As I had always hoped the bi-partisan arrangement with Shadow Minister John White has removed a headline politics from this portfolio and seen the Antarctic opportunities develop in the best interest of Tasmania. This may be my last Ministerial message before a change which may see me as Shadow Minister, or the status quo could continue. Either way, I hope that John White or the next ALP Antarctic Affairs appointee will continue with the same bi-partisan spirit.

If this is my last ministerial message, I would like to place on public record my sincere thanks to the following. Firstly the Office of Antarctic Affairs, headed up by Tony Hughson, who has worked with me since the inception of the Antarctic Affairs portfolio over six years ago. Tony has been a wonderful person to work with, having grown the Office of Antarctic Affairs, to the success story it is today. Words seem inadequate to thank Tony publicly, but I do say with a big "thank you".

Tony has been strongly supported by Cordula Ruckstuhl, Clive Abbott and Debra Hill and who have just been magnificent, and a big thank you to them as well.

To all the Antarctic establishment placed in Hobart, eg Rex Moncur and the team at the Australian Antarctic Division, Garth Paltridge and the team at CRC, to Esteban de Salas and all at CCAMLR, Jack Sayers at COMNAP, the team at CSIRO, thank you for the past and I look forward to working with you in the future.

I would particularly like to thank the Federal Parliamentary Secretary, Ian MacDonald and the Australian Antarctic Division for allowing me to visit the Antarctic twice. This was certainly a highlight of my life. Tasmania has been served well by the Federal Minister, Senator Robert Hill, and Parliamentary Secretary, Ian MacDonald for their commitment to Hobart as Australia's antarctic capital. I thank them both very much.

To Jim Playstead and all the Tasmanian Polar Members I thank them for their cooperation and support and I look forward to working with them in the future, in whatever capacity prevails.

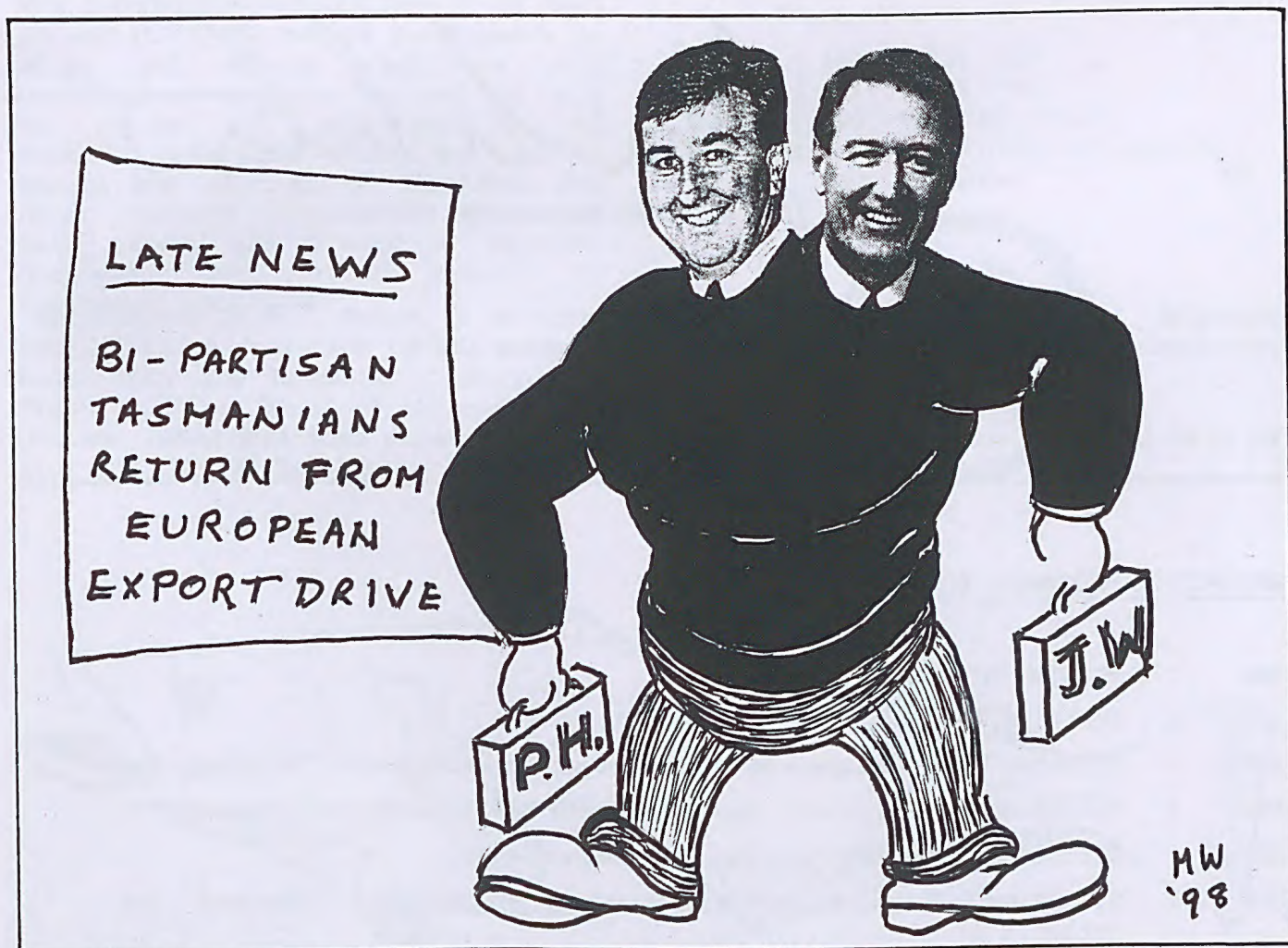
I was thrilled to be involved with the establishment of Antarctic Adventure, and I wish the Omni Leisure Trust Operations Ltd, Jennifer Trethewey and her team all the very best for the future.

This message could not be publicised if it was not for Malcolm and Anthea Wallhead and their editorial effort in producing Icebreaker has become a corner stone to Tasmania's antarctic opportunities. We are all indebted to them, and I thank them very much.

Finally, in no way should the above be seen as a farewell to the Antarctic Affairs business for Tasmania, as you all know once you have antarctic interest running through your veins, you can never let it go.

Once an antarctic addict, always an antarctic addict.


Peter Hodgman MHA
MINISTER FOR ANTARCTIC AFFAIRS



JOHN WHITE WRITES

For the past twelve months the polls have indicated that the Australian Labor Party would win the state election.

Three factors assisted me in making a decision to stand for the Legislative Council

1. After nearly nine years in Opposition and three years as Minister for Health, I felt that I had become stale in the House of Assembly.

2. I knew there would be a reduction of numbers in the House.

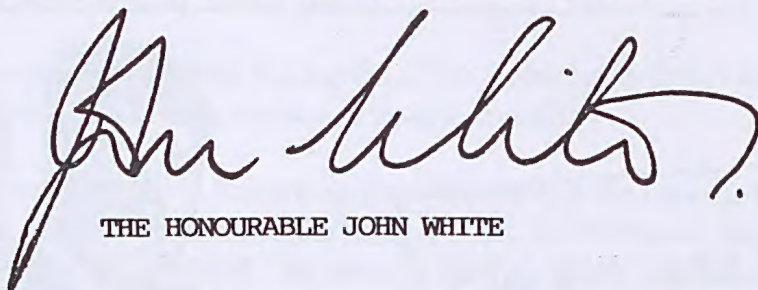
3. The Labor Party needs to increase its representation in the Upper House from 3 out of 19 if it is going to have any chance of getting its legislation passed.

When Ross Ginn, the MLC for Newdegate resigned from ill health, the opportunity was there for me to move.

I am optimistic that if elected I will be able to continue as the Labor Spokesperson for Antarctic Affairs, but of course there is no guarantee.

I have thoroughly enjoyed working in a bi-partisanship manner with Peter Hodgman and also have been very appreciative of the kindness shown to me both personally and as Opposition representative by Chairman Jim Playsted and all members of the Tasmanian Polar Network.

This has been a wonderful partnership and I am very keen for it to continue.



THE HONOURABLE JOHN WHITE

FOOTNOTE: John resigned from the House of Assembly on 27 August 1998 to contest the Legislative Council seat of Newdegate on 19 September 1998.

We wish John well and also congratulate Peter Hodgman on his excellent vote.

ANTARCTIC ACRONYMS - POLAR INSTITUTES

- BAS : British Antarctic Survey, UK.
- SPRI : Scott Polar Research Institute, UK.
- IFRTP : Institut Francais pour la Recherche et la Technologie Polaires, France.
- AWI : Alfred-Wegener-Institut für Polar- und Meeresforschung, Germany.
- SOZ : Stichting Onderzoek der Zee, The Netherlands.
- GOA : Stichting Geologisch, Oceanografisch en Atmosferisch Onderzoek, The Netherlands.
- ENEA : Energia Nucleare e delle Energie Alternative, Italy.
-

ISOFISH

INTERNATIONAL SOUTHERN OCEANS LONGLINE FISHERIES INFORMATION CLEARING HOUSE

ISOFISH was established following the 16th meeting of CCAMLR in Hobart in November 1997. It is a joint venture between conservation non-government organisations (NGOs) and commercial fishing companies licensed to fish for Patagonian Toothfish (*Dissostichus eleginoides*) within the CCAMLR area, including the Exclusive Economic Zones (EEZs) around sub-Antarctic islands.

The principal objective of ISOFISH is to develop the capacity to report on the activities of unlicensed longline fishing vessels within the CCAMLR area and those associated with, benefitting from, and responsible for, these illegal and unregulated activities.

The information outputs are to be used to assist CCAMLR member governments to adopt and ensure compliance with conservation measures designed not only to ensure the sustainability of Southern Ocean fish stocks but also to ensure the survival of albatross and other seabird populations presently being hooked and drowned by improper deployment of longline systems by unlicensed operators.

ISOFISH is an operation of the Hobart-based NGO, the Tasmanian Conservation Trust, with a Board of Management to oversee its operations. The Co-ordinator for ISOFISH is Alistair Graham.

At present, ISOFISH activities have been funded by the fishing industry and the federal government. Since January this year, ISOFISH has compiled information on almost 100 unlicensed longline fishing boats, as well as a report on Mauritius' involvement in transshipping illegally caught Patagonian Toothfish.

Alistair would appreciate any suggestions for useful contacts in or from countries involved in illegal catching, processing and/or receiving these fish.

For more information contact:

ISOFISH
148 Elizabeth St.
Hobart
Tasmania 7000
Australia

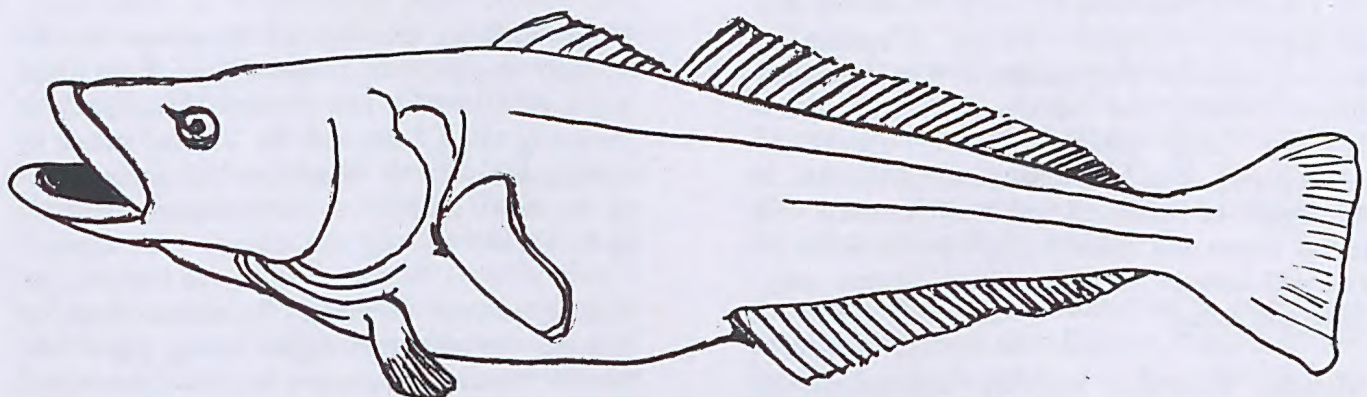
Phone : +61 3 6234 3552

Fax : +61 3 6231 2491

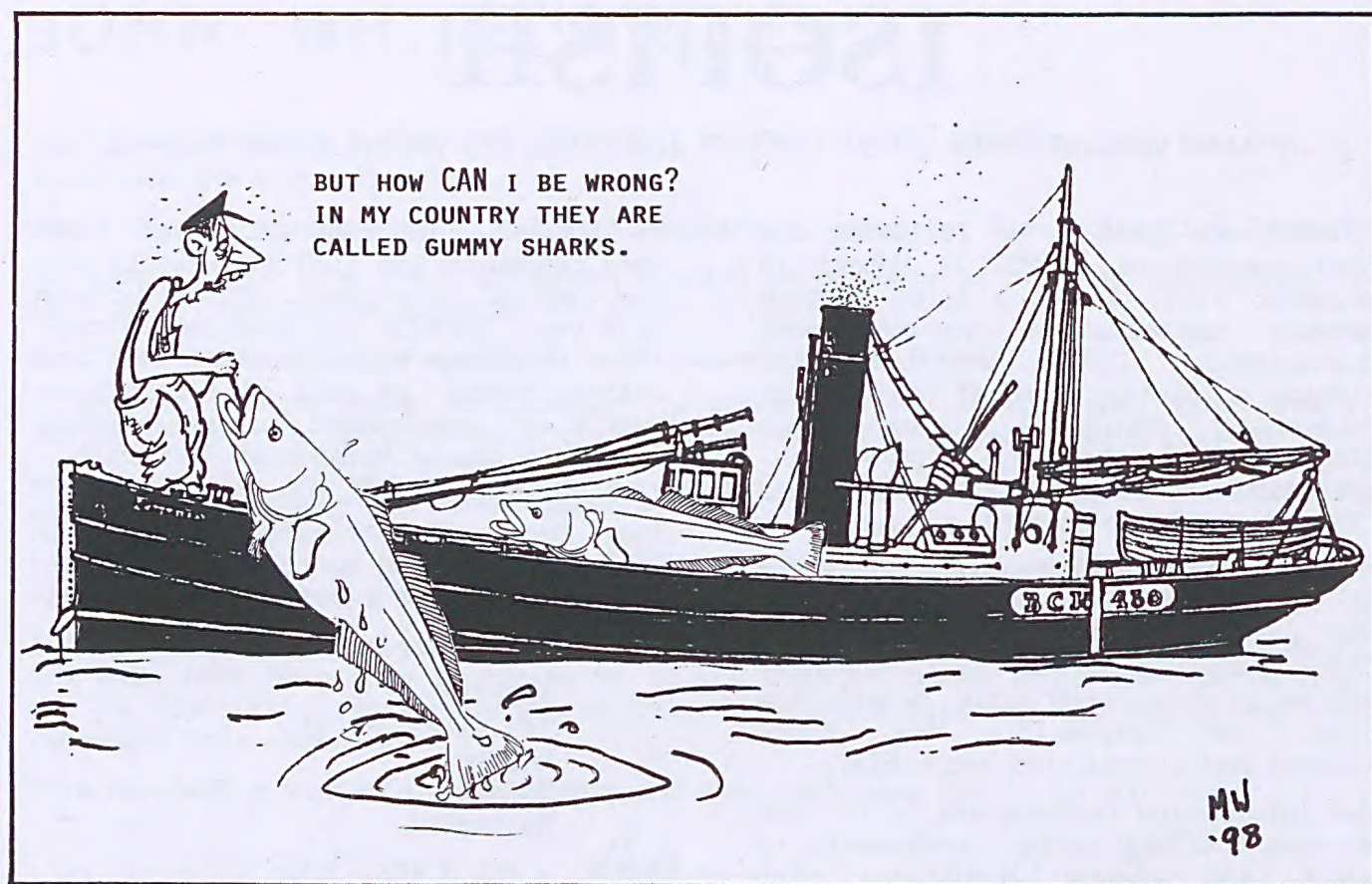
E-mail : isofish@trump.net.au

Website: www.isofish.org.au/news/98/mauritius.html

AW



Patagonian Toothfish



AIR SERVICE

East Antarctic Air Network

The following is an extract from a paper presented by Jack Sayers, COMNAP Executive Secretary, to an International Symposium on Operational Forecasting in Antarctica which was held at the Bureau of Meteorology in Hobart from 31 August to 3 September 1998.

RECENT DEVELOPMENTS

As a result of the 1995 SCALOP Workshop two developments occurred. Firstly, a number of national operators with stations in East Antarctica agreed to establish an East Antarctic Air Network Working Group (EAAN WG) to pursue the development of an inter-continental air service to the region of Antarctica south of Australia, the Indian Ocean and South Africa. The members of this WG include Australia, China, France, Italy, Japan and Russia.

Secondly, Australian Network International (a commercial air tour operator to Antarctica) decided to establish a sister company, called Polar

Logistics, to develop an air transport service from Cape Town to Dronning Maud Land that could be used for both tourism and to carry the expeditioner personnel of national operators.

In addition to those countries that are members of the EAAN Working Group, there are many other nations operating stations in East Antarctica including India, Germany, Finland, Norway, Sweden and South Africa. All of these countries have expressed interest in using the network once it is established

Service Ex South Africa

Polar Logistics commenced operations in the 1996/97 season with several flights from Cape Town to a blue ice site (named "Blue One") in Dronning Maud Land near the Russian station of Novolazarevskaya. "Blue One" is about 1,000 metres above sea level, is oriented true north/south and is about 3 km long.

The flights were undertaken by a Hercules C130 aircraft. Prior to the flights taking place ANI ferried support personnel to the "Blue One" landing site using a Twin-Otter aircraft from their Patriot Hills Base. A meteorologist with satellite

weather reporting equipment was maintained at "Blue One" for the duration of the operation. In addition, the Hercules aircraft was fitted with a satellite telephone/fax.

Last season Polar Logistics again operated flights from Cape Town to "Blue One" (with Twin-Otter support from the Patriot Hills) and, for the first time, carried expeditioners of the South African and Swedish national programs on a commercial basis.

The Twin-Otter also flew east to the Japanese station, Syowa (69° 00' S, 39° 35' E). Consideration was given to evacuating a seriously ill expeditioner from Syowa station to Cape Town using the Polar Logistics service but this proposal was abandoned because of the lack of medical support facilities at "Blue One" and the risk of flight delays because of bad weather.

The expeditioner was subsequently evacuated from Syowa to Cape Town by the Japanese *Icebreaker Shirase* and has since recovered.

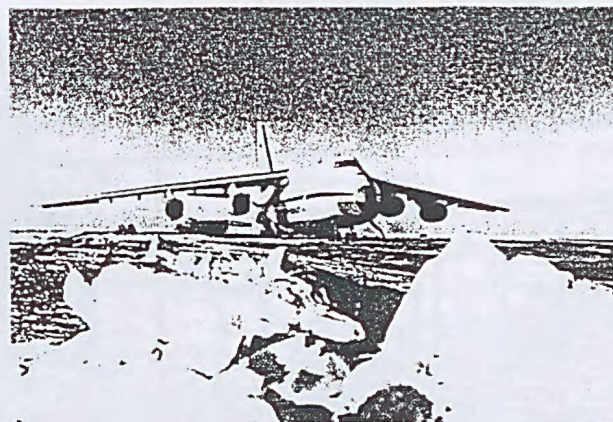
Service Ex Australia

Following discussions among some members of the EAAN WG, the concept of an inter-continental service from Hobart via East Antarctica to Cape Town and return was developed. The proposal is based on using a heavy, wheeled, inter-continental aircraft landing at two sites in East Antarctica; one in the Prydz Bay region and the other in Dronning Maud Land

During the last few seasons investigations have been conducted jointly by Russian and Australian personnel of potential airstrip sites in the Prydz Bay region adjacent to the Larsemann Hills. A site has been identified (69° 26' S, 76° 19' E) for the construction of a compacted snow runway and further investigations will be undertaken by Russian and Australian personnel during the forthcoming Antarctic summer season (1998/99).

The aircraft favoured by the Russian and Chinese Antarctic programs to undertake the flights are the Ilyushin-76. This aircraft is powered by four jet engines and has superior operating characteristics to the Hercules C130 as it offers greater payload and range, shorter take-off and landing distances and uses lower tyre pressures which reduces the pavement strength requirement for a compacted snow airstrip.

Ilyushin-76 TD aircraft have formerly been used to fly from Cape Town to the Russian station of Molodezhnaya. The company Antex-Polus, which has headquarters in Moscow, undertook the most recent flights. The company specialises in the delivery of personnel and cargo by air transport to remote and difficult locations and has gained considerable experience in polar operations.



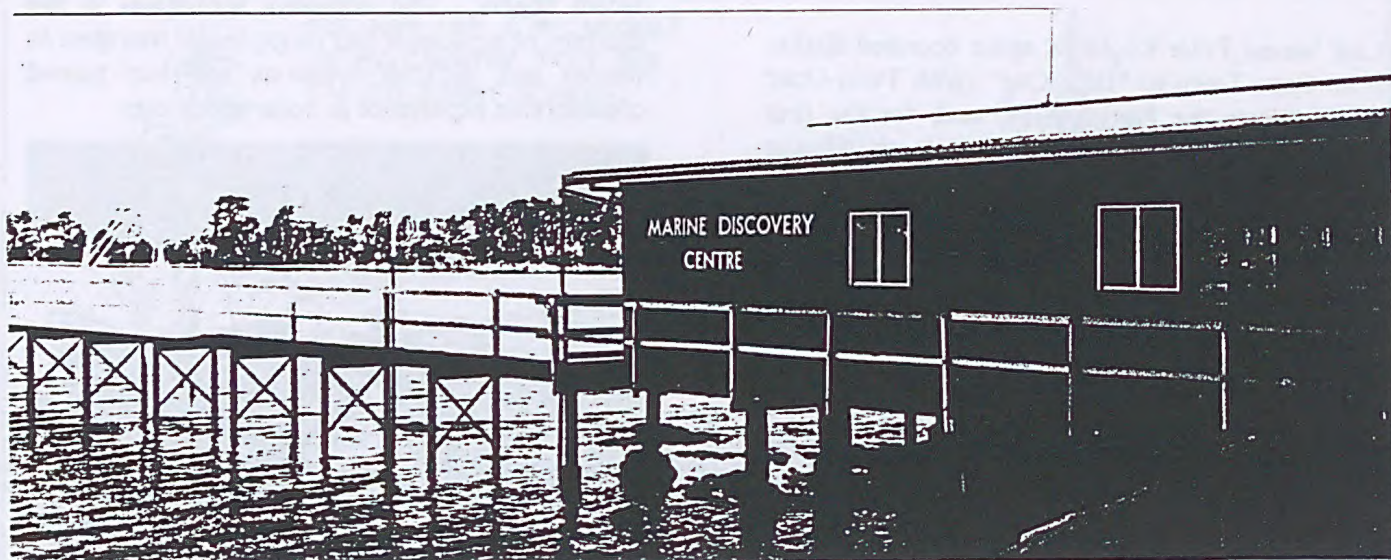
During the last few years a new variant of the aircraft, known as the Ilyushin-76 MF, has been developed and is fitted with improved-performance, Russian-manufactured, jet engines that provide the aircraft with increased payload capacity and/or greater range. Furthermore, negotiations are currently taking place between the Ilyushin Company (in conjunction with Antex-Polus) and the French jet engine manufacturer SNECMA on the feasibility of fitting even higher performance engines to the aircraft.

While there is much planning and work to be undertaken before regular flights can take place from Australia to Prydz Bay, it is hoped that a demonstration flight can be undertaken by March 2000.

Last year the Russian Parliament passed a decree on the future direction of its Antarctic Program. The decree directed that Molodezhnaya station (67° 40' S, 45° 51' E) would be closed down and in its place Progress Station, in the Larsemann Hills (Prydz Bay region), would be re-developed. The Russian Government also supports the construction of a compacted snow airstrip on the plateau adjacent to the Larsemann Hills (subject to an Environmental Impact Assessment).

Assuming that all goes according to plan there could be a demonstration flight in March 2000 and regular flights (perhaps 4-6 per season) from Australia to Prydz Bay commencing in the 2000/2001 Austral summer season. JS

Marine Discovery Centre



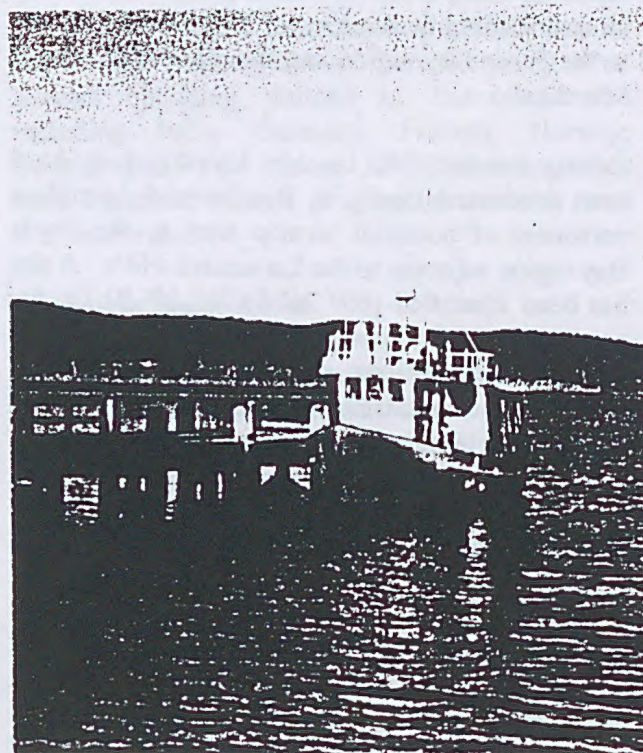
THE MARINE DISCOVERY CENTRE

Situated on the shores of the D'Entrecasteaux Channel at Woodbridge is the Marine Discovery Centre (MDC), an annexe of Woodbridge District High School (WDHS). The Centre is a 40 minute drive from Hobart down the Channel Highway, and is an ideal place to take visitors interested in the marine environment around Tasmania.

The MDC was established by a teacher at WDHS in 1978 at the site of an old scallop splitting shed on Jetty Road, Woodbridge. The development of the Centre over the past twenty years was made possible with funding from the Education Department; grants from the Schools Commission; sponsorship from the Antarctic Foundation, the Antarctic Division and Tassal for an Antarctic Learning Unit; levies paid by visiting schools, and the enthusiastic as well as practical support from the local community.

These contributions have enabled the main building to be extended to include two teaching areas, an aquarium room, a large marine pond, touch tank, computer laboratory and utility areas. There are interactive displays in the Centre's foyer and large windows open out on to the Centre's walkways and jetty. Off-shore facilities include the RV PENG-

HANA, a 15 metre research vessel donated by the Tasmanian Fisheries Development Authority. The PENGHANA is fully equipped with GPS navigational and other equipment, and on deck is an hydraulic winch for lifting up samples, as well as space for examining specimens and analysing samples.



RV PENGHANA AT WOODBRIDGE JETTY

In total, the Marine Discovery Centre is probably the most successful and most significant innovation in Environmental Education in Tasmania.

The MDC focuses on using the marine environment as an educational resource and challenges students of all ages to learn about, discover and care for this environment by participating in a very diverse and ever changing range of shore and sea based programs e.g. water safety, navigation and marine ecology studies including the use of scientific oceanographic equipment for analysis and measurement of temperature, salinity and nutrient levels etc.

The curriculum caters for visiting students from kindergarten through to post-graduate university level, and there are seminars for the professional development of teachers as well. All these courses are provided by a small staff of two teachers (sharing one full time teacher role covering the full range of students), a Marine Scientist, to support the Primary program, and a Technical Officer/Skipper to support the Secondary program. A part-time Administrative Officer and two part-time ancilliary staff assist with bookings.

In addition, through a developing Visitor Program, students are given the opportunity to meet with a variety of professionals working in fields related to our valuable ocean environment. Given diminishing resources and a better understanding of the impacts of human interaction with the marine world, the Marine Discovery Centre provides a unique opportunity for students to gain an understanding and appreciation of the issues surrounding marine farming, stewardship and ecological balance.

The hard work of all staff involved has meant the status of the MDC is now well established as a valuable educational resource concerned with as many aspects of the marine environment as possible. At present, the Centre caters annually for nearly 6000 students, accompanying parents and teachers.

The MDC's potential as a tourist attraction out of school hours is still

to be fully developed and is currently dependent on staff working after hours. The availability of volunteer guides from the local community as well as from a Student Enterprise scheme at WDHS, is now being researched so that the Centre can be opened during weekends and possibly school holidays.

In addition, the Marine Discovery Centre has considerable potential as a training centre for future staff of the institutes, organisations and businesses concerned with the Antarctic and Southern Ocean (i.e. the TPN). Any input which would enhance and promote the Centre's further development would be welcomed by the staff.

The MDC is an attraction well worth visiting with interstate and overseas friends, particularly those with an interest in broadening their knowledge of Tasmania's maritime and marine-based facilities.

IN BRIEF

WHAT	: The Marine Discovery Centre
WHERE	: Jetty Road, Woodbridge, 7162 (off Channel Highway)
PHONE	: (03) 6267 4649
FAX	: (03) 6267 4848
WHEN	: -For non-school visitors -Most school days after 3.00 p.m. -Advance bookings essential
COSTS	: Enquire when booking
PARKING	: One-way access off Channel Highway to limited area.

Written by Anthea Wallhead with the kind assistance of Pam Elliott and the MDC Sub-committee.

ALL AT SEA

An entire expedition of marine research was destroyed by the recent engine room fire on board the "AURORA AUSTRALIS" - reinforcing the need for alternative Antarctic expedition and resupply transportation.

Since the day that she was launched the "AURORA" has seemingly been jinxed by problems both large and small. At the launching, loss of power caused a breakdown in the PA system during speeches. Soon after, a wave created as the ship crashed sideways into the water, injured spectators on the opposite side of the narrow waterway.

On returning from one of its first voyages to Antarctica, water was found dripping from melting ice inside the roof of the bridge and other control areas due to inadequate insulation for polar conditions.

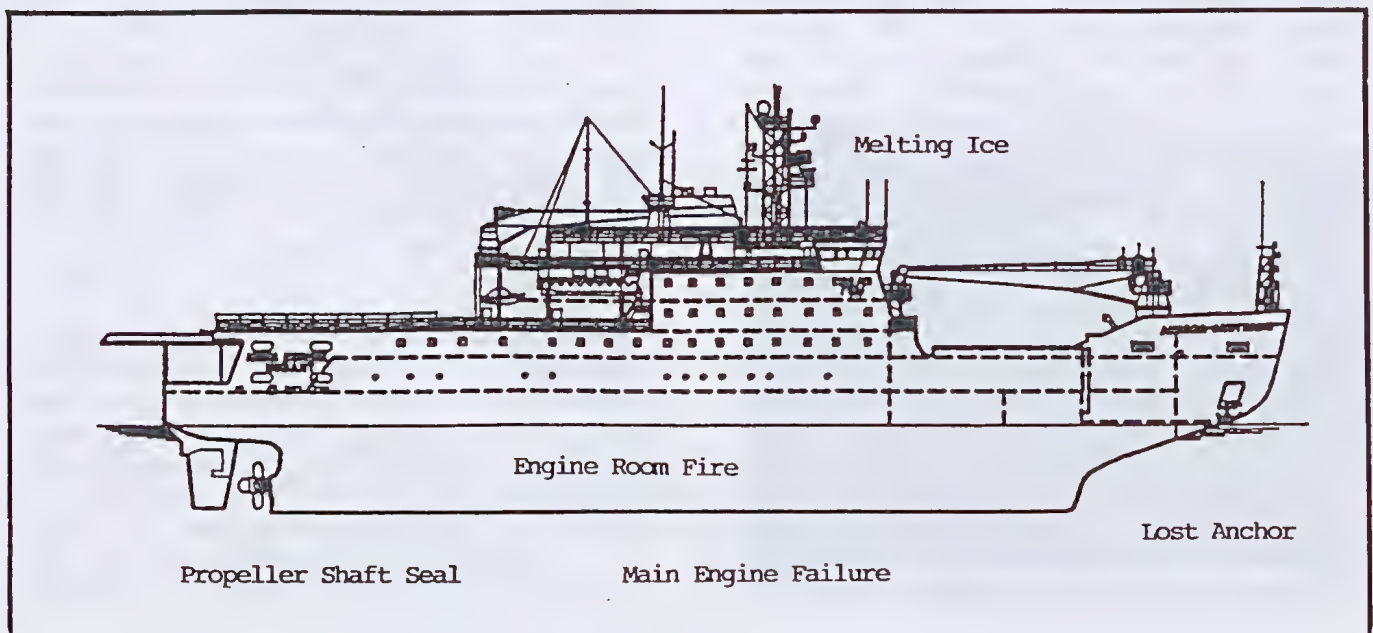
- May 1995. The "AURORA" lost one of its four anchors at Heard Island.
- November 1995. "AURORA" dry docked in Fremantle to repair a failed propeller shaft seal.
- November 1996. "AURORA" trapped in ice near Davis Station for ten days after the main engine failed.
- July 1998. "AURORA" adrift for four days after a serious engine room fire.

However, the "AURORA AUSTRALIS" is not the only ship to be beaten by the might of Antarctica and the Southern Ocean, but its plight does demonstrate the urgent need for a second icebreaker.

In the Antarctic Science Advisory Committee Report published at the end of 1997, Recommendation No.6 reads, "To satisfy increased focus on a marine program, Australia charter a dedicated marine research facility, capable of conducting the entire range of components of the marine science program."

For the ship to be capable of conducting the entire range of marine research it is essential that it is a purpose-built icebreaker and able to carry out marine research in frozen waters. Without this capability it would not be possible for it to carry out research on ice floe movements or on the way polynyas effect the world's water patterns etc.

This additional icebreaker will be ideally placed to act as a back-up vessel to "AURORA AUSTRALIS" in Antarctic resupply when the occasion demands it.



With a second icebreaker in Tasmanian waters, researchers would feel more reassured that their years of preparatory work had more chance of being worthwhile and that planned research would be able to be carried out successfully.

Two icebreakers and the East Antarctic Air Service will place Australia in a strong position to defend its role in world science and research.

Off-season, the ship should be considered for patrolling the Exclusive Economic Zone in the Southern Ocean (possibly leased by the Australian Navy for this purpose) and so make the most operational use of this new vessel. MW

OTHER SHIPS

FEBRUARY 1950. The WW II tank landing ship "LABUAN" broke down on the way back from Heard Island and was towed to Fremantle.

AUGUST 1950. HMAS "AUSTRALIA", a 12,000 tonne ex-WW II Cruiser had six frames of the ship's side stove in by a giant wave off Heard Island.

OCTOBER 1985. "NELLA DAN" became trapped in ice for seven weeks until in December she was rescued by the 17,000 tonne icebreaker "SHIRASE", but not before ripping steel mooring bollards from the "NELLA DAN's" deck.

JANUARY 12, 1986. "SOUTHERN QUEST" was crushed by ice and sank.

DECEMBER 4, 1987. "NELLA DAN" dragged its anchor during a gale, ran aground, and was eventually scuttled in deep water.

SEPTEMBER 1997. The French resupply ship "L'ASTROLABE" had two blades ripped off the starboard propeller by massive ice floes.

ICE
BREAKER

POLAR NEWS

FIRE ON THE WEB

Journalist Jane Stevens, from Discovery Channel, was on board AURORA AUSTRALIS' midwinter scientific voyage to investigate why vast sections of ocean adjoining the Antarctic Shelf remain ice-free during the winter months.

"Unfortunately, the only way to fully understand this phenomenon is to be there in winter," says Scientific Cruise Leader, Dr Ian Allison, from the Antarctic CRC. Dr Allison said scientists had known for some time that open water and thin ice regions called 'polynyas' occur near the Antarctic coast in areas otherwise covered by pack ice.

The 54 expedition members aboard AURORA AUSTRALIS, including oceanographers, glaciologists, meteorologists and biologists, left expecting average temperatures around -19°C and persistent, gale force winds after they cross approximately 400 kilometres of ice pack, ready to spend six weeks near the Antarctic coast, almost directly south of Tasmania. They were not expecting the fire which brought an end to the voyage.

Jane's journal, with six fascinating despatches, can be read on the web at:

<http://www.discovery.com/exp/antarctica/antarctica.html>

Craig Macaulay, CSIRO

NEW FIELD TRAINING OFFICER

Tashi Tenzing has been hired by the Antarctic Division as a field training officer at Mawson base this summer. He will be training scientists in survival techniques, as well as forming an accident and emergency team.

Mr Tenzing is the 32-year-old grandson of Tenzing Norgay, the Sherpa guide who accompanied Sir Edmund Hillary on the first successful ascent on Mt Everest in 1953.

POLAR NEWS CONTINUED

FLYING RETURN

Welcome back to David Pullinger, who has temporarily taken over the managerial seat at Helicopter Resources from Ray Williams.

DIRT AND DISEASE IN ANTARCTICA

Less than 1000th of Antarctica is protected in Special Protection Areas which are regions singled out by Antarctic Treaty nations for their biological and geological uniqueness, and require visiting scientists to wear masks and sterilised outfits.

This was revealed at the recent Antarctic Treaty Consultative Meeting at Tromsø, Norway, and this despite 43 countries being signatories to the Antarctic Treaty and 26 of those having ratified the Madrid Protocol regarding environmental protection.

After 5 years of legal wrangling there is still no agreement amongst governments and tourist operators regarding liability for any environmental damage that is caused.

A follow-up workshop on Diseases of Antarctic Wildlife was conducted by Dr Knowles Kerry at the Australian Antarctic Division in late August 1998.

The website for further information is:
http://www-aadc.antdiv.gov.au/human_impacts/disease_workshop

ANTARCTIC WEATHER

The International Symposium on Operational Weather Forecasting in Antarctica was opened on Monday, 31 August 1998 by His Excellency, Sir Guy Green, Governor of Tasmania.

Organised by Hugh Hutchinson, Bureau of Meteorology (BoM) and John Turner (BAS, UK) speakers at the four day symposium included TPN representatives from BoM, COMNAP, Antarctic CRC and the Antarctic Division, as well as many distinguished personnel from overseas institutes.

MANAGEMENT MOVE

Congratulations to Stephen Parodi, former Manager for TCS-Antarctic Services, on his move to a new position as Manager Tasmania for the Beaufort Shipping Agency Co, a subsidiary of the P&O Maritime Group.

Stephen will also be overseeing P&O Polar operations until a new manager takes over, following the unfortunate death of John Gleeson.

HOBART AIRPORT - GATEWAY TO ANTARCTICA

At the last meeting of the TPN, Tom Griffiths, Operations and Technical Manager for the Hobart International Airport Pty Ltd, reconfirmed his company's commitment to develop the airport as a gateway to Antarctica.

"Antarctic and Antarctic related developments offer Tasmania and HIAPL opportunities to develop our economy. Hobart Airport has the facilities available to provide aviation services to Antarctica, and has the land available for the development of support facilities."

TPN members are urged to contact HIAPL to assist with the planning of these services and facilities.

RESEARCH GRANTS

Hobart-based Antarctic research institutions have received more than one third of the federal government's funding package for Antarctic research grants. The Australian Antarctic Division, IASOS and the CSIRO Division of Marine Research have received support for studies of royal penguins, crabeater seals and fur seals, as well as for a major study of the role of polynyas in global atmospheric and ocean circulation systems.

This last project was unfortunately cancelled just prior to the arrival of the research team at Mertz Glacier, due to the fire aboard AURORA AUSTRALIS, which resulted in severe engine damage and a return to Hobart on August 1, 1998. It is expected the polynya study will be re-allocated to a voyage next season.



ANTARCTIC CRC

The Co-operative Research Centre for the Antarctic and Southern Ocean Environment (the Antarctic CRC) was established in 1991 to understand the processes in Antarctica and the Southern Ocean which affect climate change.

Located on the campus of the University of Tasmania, Sandy Bay, the Antarctic CRC has 64 staff and is one of the largest institutes in the world concerned with the polar environment.

It is an independent research organisation with five equal partners who contribute resources and personnel:

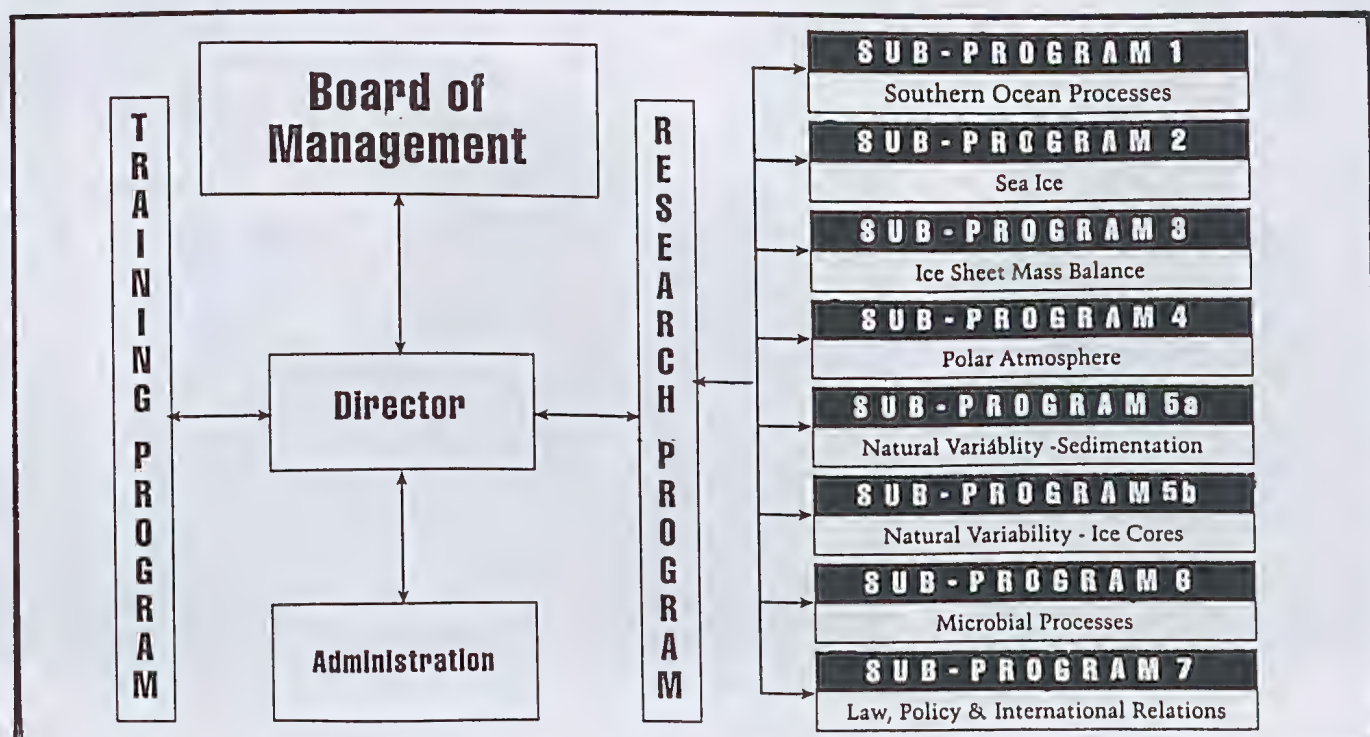
- Australian Antarctic Division
- Australian Geological Survey Organisation
- Australian Bureau of Meteorology
- CSIRO Division of Oceanography
- University of Tasmania.

The Centre draws together the expertise research facilities, logistic research facilities, logistic capability and common interest of the partner agencies in an area of national interest and international importance. It makes much greater use of very expensive publicly funded research facilities such as the ice-breaking

research and supply vessel AURORA AUSTRALIS, the Tasmanian Earth Resources (X-band) Satellite Receiving Station, and the CRAY supercomputing facility which has been installed and recently upgraded as a joint project of the CRC and the University.

The Antarctic CRC has a major role in the training and education of about 70 postgraduate students through the Institute of Antarctic and Southern Ocean Studies (IASOS). The students participate in Antarctic CRC research.

The overall program of the Antarctic CRC is to examine the role of Antarctica and the Southern Ocean in global climate change. This, and related issues, are addressed by conducting research on the links between the oceans, the sea ice, the atmosphere and the continental ice-sheet. Field investigations on and off shore Antarctica study these various components with emphasis on how they interact and change over time. Atmosphere-ice-ocean processes are modelled by supercomputer in order to understand and predict climate change. The focus is on both short and long-term climate change with research sub-programs as shown on the chart.



TPN visit to CRC

The Tasmanian Polar Network meeting on June 25, 1998 began with a Workplace Visit to the Antarctic CRC in the Centenary Building on the campus of the University of Tasmania, Grosvenor Street, Sandy Bay.

Members were briefed on some of the major research projects currently underway on sea ice, ice-sheet balance and global warming. They were also given a very clear understanding of the polyna research which had been planned for the aborted Voyage 1 of the AURORA AUSTRALIS.

A visit to the -15°C freezer to view ice cores under analysis completed the tour, and our thanks go to Mike Pook and the CRC staff for their informative presentations.

A later TPN meeting took place on September 1, 1998 and this also included a workplace visit, this time at the Hobart International Airport Terminal.



A BRIEFING ON ICE-CORE TECHNOLOGY



COMING OUT -



AFTER SEEING ICE-CORE SAMPLES IN THE FREEZER ROOM

Australian Huskies in U.S.A.

BY DANNY O'REILLY

In 1997 I had cause to travel to USA on business. I was fortunate (with some convenient amendments to my itinerary) to be able to skip up to northern Minnesota to catch up with the offspring of the dogs that I had worked with and enjoyed so much during my winter in Mawson in 1985.

I must recommend to anyone in a position to take a holiday in the US to go now while the original Aussie dogs are still around. I have provided a brief account of my visit to the Outward Bound establishment where the majority of the dogs reside.

FRIDAY, 21/2/97.

Voyager Outward Bound School, Ely, Minnesota.

I departed Grand Marais after lunch and after a couple of hours drive, again through a very pretty countryside of forests, frozen lakes and plenty of snow, I arrived at Outward Bound late in the afternoon. Weather: clear blue sky - 5°C. It was heartening to see that the "A" factor isn't isolated just to Antarctica.

Don Ortley, my contact at the Outward Bound (OB) school, carved off an hour or so to chat and have hot coffee in the mess where we perused the family tree of the "Mawson Huskies". Then came the big moment when don and I took a walk down to the dog lines. By this time it was a full moon, a very light night with stars sparkling through the -10°C northern USA crisp winter air.

What a great experience to go back to the dog lines! I have to say that my emotions were challenged. The smell of the dogs and their enthusiastic greeting was very reminiscent of my much valued time with the dogs at Mawson. Don took me down the lines and "introduced" me to the Aussie dogs. Each one is identified by the symbol of a kangaroo beside its nameplate, which is fixed to a tree beside its kennel. I visited all the "boys" and "girls" and



was most surprised that I could recognise their parentage by the way that some of them moved as well as by their appearance. Some of the Noogis-related dogs had that same characteristic dance that the old master used to perform for all of his visitors during the '85 Mawson winter.

After this brief initial meeting Don and I agreed to meet again Saturday morning. I drove into Ely and booked into a motel for the night. Ely is an amazing little place which is the stepping off point to a very popular wilderness area called the Boundary Waters. During winter the population is approximately 4000, then over summer this little hamlet hosts some 500,000 visitors on their way to their wilderness experience.

SATURDAY, 22/2/97.

I arrived back at the OB at 0900 hrs in weather of light snow and overcast, with the temperature at -13°C.

Don and I settled in for a chat session. The OB are a big concern in USA; there are five colleges in different climatic conditions spread around the country. The Ely college has 25 winter instructors with some 140 students visiting over the winter period. The students are grouped into "brigades" of up to nine, generally about six to seven students. At any one time there

Continued overleaf. . .

could be up to seven brigades in residence, either in the base camp or out in the field.

It was good to hear that the Aussie dogs are a respected bunch, with the staff and students paying compliments on the difference in coat, size, and temperament when compared with the local dogs. The OB dogs are mixed breeds of malamute, Greenland husky and Inuit sledge dog blood lines. They tend to be a slighter build than the typical Mawson Labrador build.

Don was happy to report that he has lots of visitors who have "popped" in from Australia and who had previously worked at Mawson and knew the dogs, or knew people who recommended the visit to OB at Ely. He reckons that the dogs have worked out well for the OB.

The mating program is devised by group consensus of OB staff. In order to keep the dog population at the optimum number Don needs to breed 10 pups this summer (1997). He doesn't use any of the dogs to pull heavy loads until they are at least 12 months old.

Strangely enough the dogs are not distracted by the local wildlife, which are mostly wolves and white tailed deer. Don says that the wolves have never bothered the dogs on the lines but in town (Ely) single dogs have been taken by wolves on the prowl.

The dogs are fed a high grade commercial dog food and occasionally supplemented with additional fats. This commercial dog food has "summer brew" and "winter brew" with the difference being that the winter brew has higher fat content. Don works hard at reducing the dogs' weight by diet control over summer and starts their winter training program each October. The dogs can be run from December to the end of March, although more or less cold weather conditions either increase or decrease this period.

Students go out with dogs for periods of about one week on the trail, camping for four or five nights in winter camping situations. Sleeping out is in the open under a tarpaulin in double sleeping bags. A tent is pitched for use as a drying, cooking and briefing room.

The sledge load consists of wood stoves, tents and main camp gear. The students carry their own personal gear i.e. sleeping bags, food and clothing in either back packs or on a pulk (tray sledge) that is towed behind them. They take turns to drive the team and generally ride the sledge when doing so, the other team members ski in front on cross-country skis. The student food is reconstructed dry food and sausage and chicken meat.

The situation is similar to that which existed when the dogs were at Mawson in that the dogs are consistent and are challenged with "training" more "dog drivers" each section of the trip. (Contrary to a belief that suggested that "...the dogs don't understand my commands...", those of us who are brutally honest concede that it was the dogs that knew which way was right, it just took them a little while to train us, if at all. What patience they afforded us.)

I managed to have a run with Thor, one of the OB instructors. We took a team of Aussie dogs out for an hour or so. It was bloody fantastic! I did notice one thing though, over the past 10 years since I last ran with a dog team the dogs have increased their speed enormously...I'm sure it wasn't that I might have slowed down...

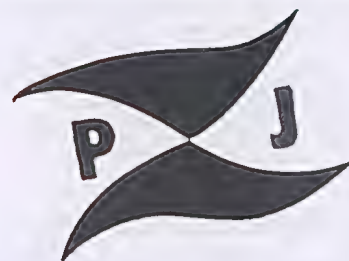
Don and I chatted with Thor and Don and I chatted with Thor and discussed the joys and frustrations of dog driving. We were treated to a beautiful full moon night, with the moon light reflected off the snow in a brilliant array of sparkles.

That was it! The next day I was back on the highway heading for a connecting flight to Houston for the last "official" leg of my trip.

Having wintered over in Antarctica at Casey (1983), Mawson (1985) and Davis(1987-88), Danny is now General Manager-Tasmanian Division of LINC SERVICE and a member of the Tasmanian Polar Network.

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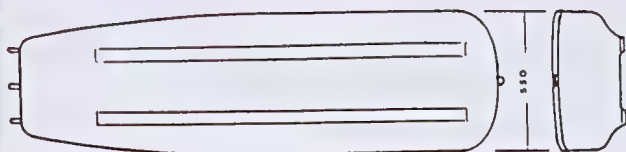
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OBITUARY

JOHN PATRICK GLEESON

The Tasmanian Polar Network lost one of its most influential members with the untimely death at 47 of John Gleeson in August this year.

John was a native Tasmanian who was educated at Princes Street Primary School, St Virgils and Tarooma High School. As a young man he was a member of the Battery Point Sea Scouts and the Sandy Bay Sailing Club.

John had a love for the sea and joined BHP as a deck officer, sailing on a number of BHP vessels trading around the world. In 1984 he joined Seapack Transport and rose to the position of Tasmanian Manager. In 1986 he joined P&O and was shipping officer with Beaufort. In March 1988 he journeyed to Antarctica with Ewalt Brune, and in 1989 John became Operations Manager for P&O and General Manager of P&O Polar in 1992.

Since 1994, John was a respected member of the Board of Directors of the Hobart Ports Corporation and Warden of the former Marine Board of Hobart.

Most influential in establishing the direction of the Tasmanian Polar Network, John was a man of action who was intolerant of talk fests that were associated with Government sponsored committees. This intolerance had arisen through his long association with various Antarctic advisory groups. It was John's comments, along with those of others, that led to the TPN's focus on achieving results rather than talking about plans and direction.

He will be sadly missed.

TPN MEMBERSHIP STILL RISING

As at September 1, 1998, the number of financial members of the TPN is 26 and the process of incorporation is well underway.

TONY'S TURN!

Tony Hughson, Director of the Office of Antarctic Affairs, will be spending the next 6 weeks aboard POLAR BIRD, which replaces AURORA AUSTRALIS for Voyage 2 to Antarctica.

We wish him a safe journey and look forward to an account of his visits to Casey, Davis and Mawson Stations on his return.

AUSTRALIA TO ANTARCTICA - DIRECT ACCESS

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Fax : 0015 672 10 657

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NEW PREMISES

The new premises for the OFFICE OF ANTARCTIC AFFAIRS are situated at Suite 25-26, Salamanca Square, just up the steps and to the left of ANTARCTIC ADVENTURE.

The Director, Tony Hughson, and his staff enjoy the use of a large reception area, 3 offices, a meeting room, office equipment and storage rooms, as well as toilet and kitchen facilities at the back.

The office of Jack Sayers, Executive Secretary for COMNAP, completes the suite.

One of the offices will be kept vacant but equipped with computer facilities when necessary, for temporary use by visitors to Hobart on Antarctic business. The meeting room is ideal for smaller TPN and COMNAP meetings.

OFFICE OF ANTARCTIC AFFAIRS STAFF

Tony Hughson	- DIRECTOR - Tel. 6233 5492 - E-mail: tonyh@delm.tas.gov.au
Cordula Ruckstuhl	- Personal Assistant - Tel. 6233 5493
Debra Hill	- Manager DELM Special Projects - Tel. 62335672
Office hours	- 8.00am-5.00pm Monday - Friday
Lunch Hours	- 12.00 noon-2.00pm (Some staff avail.)

COMNAP SECRETARIAT STAFF

Jack Sayers	- EXECUTIVE SECRETARY - Tel. 6233 5498 - E-mail: jack.sayers@delm.tas.gov.au
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ANTHEA'S WORD

The next issue of ICE BREAKER will mark the beginning of our second year of production. The wealth of topical polar information available from Tasmanians involved in Antarctic Affairs is undiminished and I look forward to another year of providing polar news to subscribers.

POLAR CALENDAR

5-9	September	1998	Sixth International Symposium on Antarctic Glaciology. Lanzhou, China.
7-11	September	1998	World Meteorological Organisation Executive Council Working Group on Antarctic Meteorology. HOBART.
8	September	1998	International Year of the Ocean Public Symposium No.4 Marine Reserves: who benefits? 7.30 pm, CSIRO Auditorium, Castray Esplanade, HOBART.
21	September	1998	Cruise Shipping Product Development Workshop. Wrest Point Casino. HOBART.
21-25	September	1998	GOSEAC X. Basel, Switzerland.
30 3	September October	1998- 1998	98 UNESCO Year of the Ocean in the Tasmanian & Southern Ocean Context. HOBART.
13	October	1998	International Year of the Ocean Public Symposium No.5 Marine Farming: where to now? 7.30 pm, CSIRO.
18	October	1998	National Water Week begins.
23-25	October	1998	Sovereignty At Sea: From Westphalia to Madrid Conference. CSIRO. HOBART.
26 6	October November	1998-	CCCAMLR meetings. HOBART.
3	November	1998	International Year of the Ocean Public Symposium No.6 Sea Harvests: chemicals, minerals, fish - what is the future? 7.30 pm, CSIRO.
8-12	November	1998	Australian Society of Exploration Geophysicists (ASEG) Meeting. HOBART.
8-12	November	1998	39th Congress of the Institute of Surveyors. Launceston, Tasmania.
21-22	November	1998	Wooden Boat Festival. HOBART.
25-28	January	1999	26 Country Political Conference re Antarctic Treaty matters. Scott Base(NZ),McMurdo Base(USA). ANTARCTICA.

POLAR PUBLICATIONS

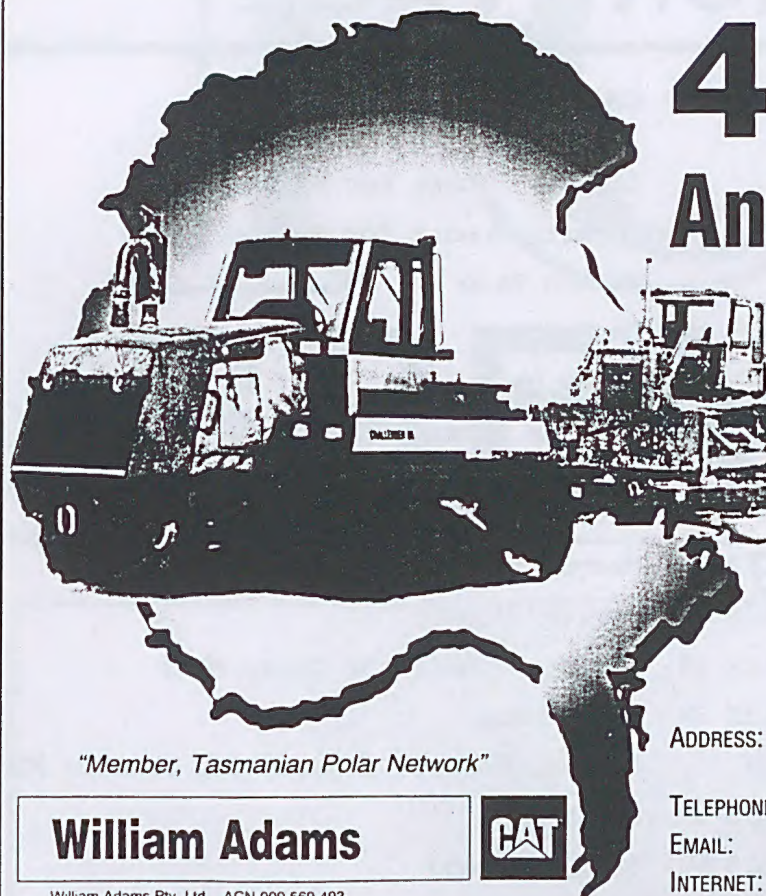
BOOKS:

"EXPLORING THE ANTARCTIC WITH MAWSON AND THE MEN OF THE 1911-1914 EXPEDITION" BY John L. Moyes. Obtainable from the author, 465 Yallambee Avenue, West Gosford, NSW.

John Moyes' uncle was with Mawson on this expedition, and the book includes stories by Mawson and his men of their studies and exploration of Antarctica.

"A HISTORY OF ANTARCTICA" by Stephen Martin. Published by State Library of NSW. Price: \$45.95. (Available from BOOK CITY).

A comprehensive book about the history of, and the patterns of human activity in Antarctica from AD 650 through to the present time. The book is well laid out, with colour plates and historic black & white photographs.



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THE BACK PAGE

ANTARCTIC AND SOUTHERN OCEAN SHIPPING CALENDAR

7	September	1998	POLAR BIRD V2	Departs Hobart for Mawson Base
18	September	1998	FRANKLIN	Departs Hobart for Sydney
20-22	September	1998	POLAR BIRD V2	Mawson Base
27-29	September	1998	POLAR BIRD V2	Davis Base
7-9	October	1998	POLAR BIRD V2	Casey Base
16	October	1998	AURORA AUSTRALIS V3	Departs Hobart for Macquarie Island (dependent on completion of repairs)
19	October	1998	POLAR BIRD V2	Arrives Hobart
19-23	October	1998	AURORA AUSTRALIA V3	Macquarie Island
26	October	1998	AURORA AUSTRALIS V3	Arrives Hobart
29	October	1998	AURORA AUSTRALIS V4	Departs Hobart for Casey Base
7	November	1998	AURORA AUSTRALIS V4	Casey Base
11	November	1998	CRYSTAL HARMONY	Arrives Hobart, departs for Dunedin NZ
13-15	November	1998	AURORA AUSTRALIS V4	Davis Base
16	November	1998	AURORA AUSTRALIS V4	Sansom Island
18-21	November	1998	AURORA AUSTRALIS V4	Mawson Base
25	November	1998	CRYSTAL HARMONY	Arrives Hobart from Dunedin, departs for Melbourne
26	November	1998-		
17	December	1998	AURORA AUSTRALIS V4	Marine Science - Seal Survey
1	December	1998	SOUTHERN SURVEYOR	Arrives Hobart from Darwin
3	December	1998	CRYSTAL HARMONY	Arrives Hobart, departs for Dunedin NZ
18	December	1998	AURORA AUSTRALIS V4	Casey Base
24	December	1998	ITALICA	Arrives Hobart for resupply
25	December	1998	AURORA AUSTRALIS V4	Arrives Hobart
27	December	1998	AURORA AUSTRALIS V5	Departs Hobart for Casey Base
4-7	January	1999	AURORA AUSTRALIS V5	Casey Base
8	January	1999	SKY PRINCESS	Arrives Hobart, departs for NZ
10	January	1999-		
7	February	1999	AURORA AUSTRALIS V5	Marine Science - Geoscience
15	January	1999	KAPITAN KHLEBNIKOV	Arrives Hobart, departs for Antarctica
24	January	1999	ASUKA	Arrives Hobart, departs for Dunedin NZ
28	January	1999	SKY PRINCESS	Arrives Hobart from NZ, departs for Melbourne
4	February	1999	COLUMBUS	Arrives Hobart from NZ, departs for Devonport
5	February	1999	SKY PRINCESS	Arrives Hobart, departs for NZ